

Amendments to the Specification:

Please replace paragraph [0013] with the following amended paragraph:

[0013] ~~Figures 8a, 8b, 8c, 8d, 8e and 8f are~~ Figure 8a is an assembled side view, and Figure 8b is plurality of figures shown side-by-side including an exploded top view, a cross-sectional view of a second alternate preferred embodiment, a cross-sectional view of a third alternative preferred embodiment, a cross-sectional view of a fourth alternate preferred embodiment and a cross-sectional view of a fifth alternate preferred embodiment, respectively, of a fork tube clamp assembly in conjunction with the first preferred embodiment of a bicycle towing device shown in Figure 1.

Please replace paragraph [0014] with the following amended paragraph:

[0014] ~~Figures 9a, 9b[.], and 9c, 9d and 9e are an assembled top view of a first preferred embodiment, an assembled top view of a second alternate preferred embodiment, an exploded top view of the second alternate preferred embodiment, and an assembled side view and a side view of a storage clip bracket, respectively, of a storage clip assembly in conjunction with the first preferred embodiment of a bicycle towing device shown in Figure 1.~~

Please replace paragraph [0020] with the following amended paragraph:

[0020] ~~Figures 15a[.], and 15b, 15c and 15d are a side view of an outer telescopic tow bar tube, a top view of the outer telescopic tow bar tube, a side view of the outer telescopic tow bar tube attached to a coupler and a top view of the outer telescopic tow bar tube attached to the coupler, respectively, in conjunction with the first preferred embodiment of a bicycle towing device shown in Figure 1.~~

Please replace paragraph [0021] with the following amended paragraph:

[0021] ~~Figures 16a[.], and 16b, 16c and 16d are a top view [.] and a perspective view, a side view and a rear view, respectively, of the coupler in conjunction with the preferred embodiment of a bicycle towing device shown in Figure 1.~~

Please replace paragraph [0022] with the following amended paragraph:

[0022] Figures 17a~~[[,]]~~ and 17b, 17c and 17d are a top view and ~~[[,]]~~ a perspective view, ~~a front view and a side view~~, respectively, of the receiver in conjunction with the first preferred embodiment of a bicycle towing device shown in Figure 1.

Please replace paragraph [0023] with the following amended paragraph:

[0023] Figure 18a ~~and 18b~~ are is a perspective view~~[[s]]~~ of a head tube clamp in conjunction with the first preferred embodiment of a bicycle towing device shown in Figure 1.

Please replace paragraph [0025] with the following amended paragraph:

[0025] Figure~~[[s]]~~ 20a ~~and 20b~~ are is a side view~~[[s]]~~ of the receiver assembly mounted in an upper position (shown in phantom) and a lower position, ~~respectively~~, on the towed bicycle in conjunction with the first preferred embodiment of a bicycle towing device shown in Figure 1.

Please delete paragraph [0027] in its entirety:

~~[0027] — Figures 22a, 22b and 22c are side views of the bicycle towing device shown in Figure 1 positioned between the tow bicycle and the towed bicycle with head tube shims positioned between the receiver assembly and the upper head tube clamp, no head tube shims and head tube shims positioned between the receiver assembly and the lower head tube clamp, respectively, to facilitate adjustment of the first preferred embodiment of a bicycle towing device shown in Figure 1.~~

Please replace paragraph [0028] with the following amended paragraph:

[0028] Figures ~~23a, 23b and 23c~~ 22a, 22b and 22c are side views of the receiver assembly showing angled coupling ears on the coupler and protruding corresponding ears on the receiver progressively locking together under the weight of the towed bicycle in conjunction with the first preferred embodiment of a bicycle towing device shown in Figure 1, respectively.

Please replace paragraph [0029] with the following amended paragraph:

[0029] Figure ~~24a, 24b, and 24c~~ 23a, 23b and 23c are a side view of a bicycle towing device in accordance with a second alternate preferred embodiment of the present invention positioned

between a tow bicycle and a towed bicycle, a top view of extension tube in an extended position used in conjunction with the same, and a top view of the extension tube in a stored position used in conjunction with the same.

Please replace paragraph [0030] with the following amended paragraph:

[0030] Figure ~~[[25]]~~24 is a side view of a bicycle towing device in accordance with a third alternate preferred embodiment of the present invention positioned between a tow bicycle and a towed bicycle.

Please replace paragraph [0031] with the following amended paragraph:

[0031] Figures ~~26a, 26b and 26c~~ 25a, 25b and 25c are side views of alternate coupler and receiver arrangements which could be used in the first preferred embodiment of the present invention positioned between a tow bicycle and a towed bicycle shown in Figure 1, the second alternate preferred embodiment of the present invention positioned between a tow bicycle and a towed bicycle shown in Figures 24a, 24b and 24c and the third alternate preferred embodiment of the present invention positioned between a tow bicycle and a towed bicycle shown in Figure 25.

Please replace paragraph [0032] with the following amended paragraph:

[0032] Figures ~~27a, 27b and 27c~~ 26a, 26b and 26c are side views of a second alternate preferred embodiment of a connection between the tow bicycle seat and the bicycle towing device, a third alternate preferred embodiment of a connection between the tow bicycle seat and the bicycle towing device and a fourth alternate preferred embodiment of a connection between the tow bicycle seat post and the bicycle towing device, respectively.

Please replace paragraph [0039] with the following amended paragraph:

[0039] Referring now to Figures ~~8a[[.]] and 8b, 8c, 8d, 8e and 8f~~, which show an assembled side view, ~~an exploded top view~~, a cross-sectional view of a second alternate preferred embodiment, a cross-sectional view of a third alternate preferred embodiment, a cross-sectional view of a fourth alternate preferred embodiment and a cross-sectional view of a fifth alternate preferred embodiment, respectively, of fork tube clamp assembly 9 in accordance with a first

preferred embodiment of the present invention. Fork tube clamp assembly 9 is attached to fork tube 26 of towed bicycle 14 using fork tube band clamp 28 and ball joint ball 30, ball joint washer 31 and ball joint nut 29. Attachment to large diameter circular fork tube 148 can be accomplished by using large fork tube band clamp 142 as shown in Figure 8[[c]]b. Attachment to standard size circular fork tube 150 can be accomplished by using small fork tube band clamp 140 as shown in Figure 8[[d]]b. Attachment of fork tube assembly 9 to even smaller circular fork tube 152 can be accomplished by using the small fork tube band clamp 140 with circular shims 146 inserted between small fork tube band clamp 140 and even smaller fork tube 152 of towed bicycle 14 as shown in Figure 8[[e]]b. To secure fork tube clamp assembly 9 to oval shaped fork tube 154, oval shim 144 is inserted between oval shaped fork tube 154 and small fork tube band clamp 140 as shown in Figure 8[[f]]b.

Please replace paragraph [0040] with the following amended paragraph:

[0040] Referring now to Figures 9a, 9b[[,]] and 9c, 9d and 9e, which show an assembled top view of a first preferred embodiment, an assembled top view of an alternate second preferred embodiment, ~~an exploded top view of the alternative second preferred embodiment, and an~~ assembled side view of storage clip assembly 8 ~~and a side view of bicycle tow bar storage clip bracket 160~~, respectively, in accordance with a first preferred embodiment of the present invention, storage clip assembly 8 attaches to tow bicycle 12 to facilitate and secure the bicycle tow bar 24 in the stored position on tow bicycle 14. Bicycle tow bar storage clip 158 attaches to bicycle tow bar storage clip bracket 160 using bicycle tow bar storage clip screw 164 and bicycle tow bar storage clip nut 168. In a second alternate preferred embodiment, bicycle tow bar storage clip 158 is attached to bicycle tow bar storage clip bracket 160 using bicycle tow bar storage clip standoff screw 166, bicycle tow bar storage clip standoff 162 and bicycle tow bar storage clip nut 168. This second alternate preferred embodiment provides additional clearance between bicycle tow bar 24 and rear wheel 38 of tow bicycle 12 when bicycle tow bar 24 is in the stored position. Bicycle tow bar storage clip 158 is preferably free to rotate relative to bicycle tow bar storage clip bracket 160 to facilitate alignment of bicycle tow bar storage clip 158 and bicycle tow bar 24. Storage clip assembly 8 is attached to tow bicycle 12 by attaching bicycle tow bar storage clip bracket 160 to the rear axle of tow bicycle 12 using the rear axle attachment nut of tow

bicycle 12. Storage clip assembly 8 can be rotated about the rear axle of tow bicycle 12 to further facilitate adjustment of the stored position of bicycle tow bar 24 on tow bicycle 12.

Please replace paragraph [0050] with the following amended paragraph:

[0050] Referring now to Figures 15a[,], and 15b, 15c and 15d, which show ~~a top view of outer telescopic tow bar tube 42, a top view of outer telescopic tow bar tube 42,~~ a side view of outer telescopic tow bar tube 42 attached to coupler 20 and a top view of outer telescopic tow bar tube 42 attached to coupler 20 in accordance with a first preferred embodiment of the present invention, outer telescopic tow bar tube 42 is designed to collapse by sliding over inner telescopic tow bar tube 44. The length of outer telescopic tow bar tube 42 is preferably substantially the same as the length of inner telescopic tow bar tube 44 with the combined length being sufficient to provide for adequate clearance between rear wheel 38 of tow bicycle 12 and front wheel 50 of towed bicycle 14 when in an extended position. The inner diameter of outer telescopic tow bar tube 42 is such that it can slide over inner telescopic tow bar tube 44 with sufficient clearance for tube shim 114. The thickness of outer telescopic tow bar tube 42 is preferably sufficient to accommodate the stresses imposed on bicycle tow bar 24, but is not so thick as to preclude the insertion of inner telescopic tow bar tube 44 into outer telescopic tow bar tube 42. Hole 46 is preferably placed in the end of outer telescopic tow bar tube 42 distal from coupler 20 and matches both the position and the size of corresponding hole 118 in tube shim 114 and hole 112 in inner telescopic tow bar tube 44. Hole 46 is preferably drilled substantially perpendicular to the surface of outer telescopic tow bar tube 42 and substantially parallel to the hole through coupler 20. At the end of outer telescopic tow bar tube 42 towards towed bicycle 14, outer telescopic tow bar tube 42 is flattened so the width is sufficiently thin to permit that end to be attached to coupler 20 by welding or some other joining process. Outer telescopic tow bar tube 42 in the preferred embodiment is of a curved design with the curvature substantially corresponding to that of inner telescopic tow bar tube 44 to facilitate telescoping of inner telescopic tow bar tube 44 in outer telescopic tow bar tube 42. The radius curvature of inner telescopic tow bar tube 44 and outer telescopic tow bar tube 42 is preferably chosen so that the angle of coupler 20 at the end of inner telescopic tow bar tube 44 is substantially the same as the angle of head tube 136 of a typical towed bicycle 14 being operated in a one wheeled bicycle

trailer mode.

Please replace paragraph [0051] with the following amended paragraph:

[0051] Referring now to Figures 16a[~~[,]~~] and 16b, ~~16c and 16d~~, which show a top view[~~[,]~~] and a perspective view, ~~a side view and a rear view~~ of coupler 20 in accordance with a first preferred embodiment of the present invention, coupler 20 is preferably attached to the end of outer telescopic tow bar tube 42 and mates to receiver 16 mounted on towed bicycle 14. Coupler 20 is preferably substantially U-shaped in configuration and includes angled coupling ears 52 cut and bent into the middle of the lower edge of coupler 20.

Please replace paragraph [0053] with the following amended paragraph:

[0053] Referring now to Figures 17a[~~[,]~~] and 17b, ~~17c and 17d~~, which show a top view[~~[,]~~] and a perspective view, ~~a front view and a side view~~, respectively, of receiver 16 in accordance with a first preferred embodiment of the present invention, angled coupling ears 52 cut in coupler 20 and protruding corresponding ears 54 cut in receiver 16 are preferably of a circular profile and are directed toward bicycle tow bar 24 as shown to facilitate the automatic locking of coupler 20 and receiver 16 when engaged and to provide smooth engagement. Protruding corresponding ears 54 on receiver 16 are of a generally circular design with center of curvature 55 of protruding corresponding ears 54 being located on the bottom inside line of front face 57 of receiver 16 to facilitate smooth engagement and locking with angled coupling ears 52 on coupler 20. Thus, receiver 16 is provided to rigidly mate with coupler 20 and to bolt onto the front of towed bicycle 14.

Please replace paragraph [0055] with the following amended paragraph:

[0055] Referring now to Figure[~~[s]~~] 18a ~~and 18b~~, which ~~show~~ shows a perspective views view of head tube clamp 128 in conjunction with a first preferred embodiment of the present invention, receiver 16 is bolted to head tube 134 of towed bicycle 14 using head tube clamps 128. Head tube clamps 128 provide a circular surface on one side for mating with head tube 134 of towed bicycle 14 and a flat surface on the other side for mating with receiver 16. The circular mating surface is dimensioned to fit on the largest head tubes 134 anticipated and will still

function on smaller head tubes 134 by bending head tube clamp 128 until it collapses down onto smaller head tubes 134.

Please replace paragraph [0064] with the following amended paragraph:

[0064] Referring again to Figures 8a[[,]] and 8b, ~~8c, 8d, 8e and 8f~~ which show fork tube clamp assembly 9 in accordance with a first preferred embodiment of the present invention, fork tube band clamp 28 is similar in design to a typical seat post clamp and is dimensioned to fit large diameter fork tubes 148 using a large fork tube band clamp 142 and standard size circular fork tubes 150 using small fork tube band clamp 140. Fork tube band clamp 28 is preferably of sufficient size and strength to facilitate secure attachment to fork tube 26 of towed bicycle 14. The holes in fork tube band clamp 28 are preferably dimensioned to correspond with the diameter of the threaded portion of ball joint ball 30 and include a slotted cut out to accommodate a captive type nut.

Please replace paragraph [0066] with the following amended paragraph:

[0066] If desired, one or more circular shims 146 may be placed between even smaller circular fork tube 152 and small fork tube band clamp 140 as shown in Figure 8[[e)]b] to compensate for excessive clearance therebetween. Similarly, oval shim 144 can be placed between oval shaped fork tube 154 and small fork tube band clamp 140 as shown in Figure 8[[f)]b] to provide a substantially circular diameter for oval shaped fork tube 154 and to compensate for excessive clearance therebetween.

Please replace paragraph [0067] with the following amended paragraph:

[0067] Referring again to Figures 9a, 9b[[,]] and 9c, ~~9d and 9e~~, which show storage clip assembly 8 in accordance with a first preferred embodiment of the present invention, bicycle tow bar storage clip 158 is designed to snap onto the outer telescopic tow bar tube 42 of bicycle tow bar 24 and retain the bicycle tow bar 24 securely while in the stored position. Bicycle tow bar storage clip 158 is preferably of sufficient size and strength to snap onto outer telescopic tow bar tube 42 and hold bicycle tow bar 24 securely on tow bicycle 12 when bicycle tow bar 24 is in the stored position. Bicycle tow bar storage clip 158 is preferably free to rotate relative to bicycle

tow bar storage clip bracket 160 to facilitate alignment of bicycle tow bar storage clip 158 and bicycle tow bar 24. Bicycle tow bar storage clip standoff 162 in a second alternate preferred embodiment of the storage clip assembly 8 is used to provide additional clearance between bicycle tow bar 24 and rear wheel 38 of tow bicycle 12 when bicycle tow bar 24 is in the stored position. Bicycle tow bar storage clip standoff 162 is used in conjunction with bicycle tow bar storage clip standoff screw 166 and both must be of sufficient length to facilitate the repositioning of bicycle tow bar 24 away from tow bicycle 12 such that bicycle tow bar 24 is sufficiently far away from rear wheel 38 of tow bicycle 12. Storage clip assembly 8 is attached to tow bicycle 12 by attaching bicycle tow bar storage clip bracket 160 onto the rear axle of tow bicycle 12 using the rear axle attachment nut of tow bicycle 12. Bicycle tow bar storage clip bracket 160 preferably has slot 170 at the end opposite bicycle tow bar storage clip 158 that is of a sufficient dimension to go around the rear axle of tow bicycle 12. Storage clip assembly 8 is preferably rotatable about the rear axle of tow bicycle 12 to further facilitate adjustment of the stored position of bicycle tow bar 24 on tow bicycle 12.

Please replace paragraph [0069] with the following amended paragraph:

[0069] Referring now to Figure[[s]] ~~20a and 20b~~, which ~~are~~ is a side view[[s]] of receiver assembly 5 mounted in an upper and a lower position, respectively, on towed bicycle 14 in accordance with a first preferred embodiment of the present invention, to facilitate adjustment of the first preferred embodiment of bicycle towing device 10 to towed bicycle 14, receiver assembly 5 is designed to compensate for variations in the size and configuration of tow bicycle 12 and towed bicycle 14. One such adjustment is shown in Figures 20a and 20b where receiver assembly 5 can be mounted in either an upper position or in a lower position, respectively, thus raising or lowering the front end of towed bicycle 14.

Please replace paragraph [0071] with the following amended paragraph:

[0071] Referring now to Figures ~~22a, 22b and 22c~~ 21a, 21b and 21c, which are side views of receiver assembly 5 having head tube shims 32 positioned between receiver assembly 5 and upper head tube clamp 34, no head tube shims 32, and head tube shims 32 positioned between receiver assembly 5 and lower head tube clamp 36, respectively, in accordance with the first

preferred embodiment of the present invention, to facilitate adjustment of bicycle towing device 10 to towed bicycle 14, inserting one or more head tube shims 32 between receiver 16 and upper head tube clamp 34 will raise front wheel 50 of towed bicycle 14 higher off the ground ~~as shown in Figure 22e~~. Conversely, inserting one or more head tube shims 32 between receiver 16 and lower head tube clamp 36 will lower front wheel 50 of towed bicycle 14 ~~as shown in Figure 22e~~. ~~Figure 22b shows front wheel 50 of towed bicycle 14 in an intermediate position where no head tube shims are inserted between receiver 16 and upper head tube clamp 34 or lower head tube clamp 36.~~

Please replace paragraph [0076] with the following amended paragraph:

[0076] Referring now to Figures ~~23a, 23b and 23c~~22a, 22b and 22c, which are side views of receiver assembly 5 showing angled coupling ears 52 on coupler 20 and protruding corresponding ears 54 on receiver 16 progressively locking together under the weight of towed bicycle 14 in accordance with a first preferred embodiment of the present invention, as bicycle tow bar 24 and towed bicycle 14 are lowered, angled coupling ears 52 on coupler 20 and protruding corresponding ears 54 on receiver 16 lock together under the weight of towed bicycle 14. After coupler 20 and receiver 16 are mated, quick release mechanism 56 is placed in hole 122 in coupler 20 and corresponding hole 124 in receiver 16 to rigidly clamp bicycle tow bar 24 to towed bicycle 14.

Please replace paragraph [0077] with the following amended paragraph:

[0077] Referring now to Figures ~~24a, 24b and 24c~~23a, 23b and 23c, which show ~~side~~ views of a bicycle towing device in accordance with a second alternate perspective embodiment of the present invention, generally identified by reference number 210, positioned between tow bicycle 12 and towed bicycle 14, a side view of extension tube 212 in an extended position used in conjunction with the same and a side view of extension tube 212 in a collapsed position used in conjunction with the same, bicycle towing device 210 includes a large wheel fork which pivots about or near the rear axle of tow bicycle 12. The large wheel fork goes around the rear wheel of tow bicycle 12 and includes extension tube 212 which can be stored inside the large wheel fork by removing the bolt or quick release mechanism and sliding extension tube 212 into the open

ended portion of the large wheel fork.

Please replace paragraph [0079] with the following amended paragraph:

[0079] Referring now to Figure ~~[[25]]~~24, a side view of a bicycle towing device in accordance with a third alternate preferred embodiment of the present invention, generally identified by reference number 310, positioned between tow bicycle 12 and towed bicycle 14 is shown. In bicycle towing device 310, bicycle tow bar 312 is attached to auxiliary frame 314 which is mounted at the rear of tow bicycle 12. A vertical first pivot would be attached to auxiliary frame 314. Another possible arrangement would be to attach bicycle tow bar 312 to the frame of tow bicycle 12 rather than to seat post 74 of tow bicycle 12. For example, bicycle tow bar 312 could be attached to the top of the rear frame stays near seat post 74.

Please replace paragraph [0083] with the following amended paragraph:

[0083] Referring now to Figures ~~26a, 26b and 26c~~25a, 25b and 25c, side views of alternate coupler and receiver arrangements which could be used in the first preferred embodiment of bicycle towing device 10 between tow bicycle 12 and towed bicycle 14, the second preferred embodiment of bicycle towing device 210 between tow bicycle 12 and towed bicycle 14 and the third preferred embodiment of bicycle towing device 310 positioned between tow bicycle 12 and towed bicycle 14 are shown. One significant aspect of the bicycle towing device in accordance with the preferred embodiments of the present invention as described and shown herein is the ease of coupling the bicycle tow bar to towed bicycle 14. However, instead of using coupler 20 and receiver 16 that have matching ears, a pin could be placed through the coupler and a slot put into the receiver so that the pin slides into the slot on the receiver and locks with the coupler when the towed bicycle 14 and the bicycle tow bar are lowered together. Alternatively, a pin could be extended out from each side of the receiver and a slot could be positioned on each side of the coupler. Also, the receiver could be fabricated from two individual substantially 90 degree angled pieces with the coupler being fabricated from a solid piece that engages between the flat parallel sides of the angled pieces. The receiver could be made with a piece of square, round or oval pipe protruding from the front of the receiver. The coupler could then be a matching piece of pipe that slides inside or outside of the receiver pipe.

Please replace paragraph [0090] with the following amended paragraph:

[0090] Referring now to Figures ~~27a, 27b and 27c~~26a, 26b and 26c, which show side views of a alternate second preferred embodiment of a connection between the tow bicycle seat post and the bicycle towing device, a third alternate preferred embodiment of the connection between the tow bicycle seat post and the bicycle towing device and a fourth alternate preferred embodiment of the connection between the tow bicycle seat post and the bicycle towing device, in certain instances the clearance between the bicycle tow bar and rear wheel 38 of tow bicycle 38 may be inadequate. If desired, the bicycle tow bar could also be fabricated from straight tubes rather than utilizing curved tubes. As seen in Figure ~~27a~~26a, if the end of inner telescopic bicycle tow bar tube 44 that connects to second pivot fork 100 is cut at an angle, second pivot fork 100 will angle upwards instead of being directed along the axis of inner telescopic bicycle tow bar tube 44 and will thus provide additional clearance between bicycle tow bar 24 and rear wheel 38 of tow bicycle 12 in both the operational and stored positions. As seen in Figure ~~27b~~26b, the design of second pivot fork 100 could be changed so instead of being straight, it could come out straight and then angle upwardly for some distance before attaching to inner telescopic bicycle tow bar tube 44 to provide clearance between the bicycle tow bar 24 and rear wheel 38 of tow bicycle 12 in both the operational and stored positions. In addition, as seen in Figure ~~27c~~26c, the design of pivot block 92 could be changed to come straight out, angle upwardly for a distance and then return to a straight trajectory to provide more clearance between bicycle tow bar 12 and rear wheel 38 of tow bicycle 12 in the operational position but would not provide any additional clearance in the stored position. Another way of providing more distance between rear wheel 38 of tow bicycle 12 and bicycle tow bar 24 is to raise seat post clamp 76 upwardly on seat post 74 of tow bicycle 12. However, such an adjustment is constrained by the distance seat post 74 is extended for a particular cyclist and what additional parts, if any, extend from seat post 74 which may interfere with the operation of bicycle tow bar 24.